In Two Sections--Section One

Founded 1925

Automotive Daily News

The National Newspaper of America's Greatest Industry

Published every Wednesday and Saturday at Detroit
FIFTH FLOOR - - NEW CENTER BUILDING
Telephone Tr. 2-3500

GEORGE M. SLOCUM, Publisher — CHRIS SINSABAUGH, Editor

Entered as second-class matter Post Office, Detroit, under Act of March 3, 1879.

MID-WEEK DIGEST

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Vol. 12, No. 2409 — DETROIT, WEDNESDAY, MAY 12, 1937 — $6 PER YEAR. THE MID-WEEK DIGEST IS NOT SOLD SINGLY.

Mid-Week in the Industry

Week's Production Holds to Steady Pace of 140,297 Units; Packard Grants Union Sole Bargaining; Car Price Rise Seen Imminent as Costs Increase; April Car Sales to Top 400,000

Production To Hit 140,297 This Week

Maintaining its steady pace, the industry will turn out 140,297 cars and trucks in the current week, it is estimated by ADN. This total compares with a revised figure of 139,115 units for the previous week and 116,439 units in the corresponding week a year ago. The current week's output therefore should be approximately 24,000 units over the same period in 1936. It is believed in most quarters that the present pace will be maintained well past the usual dropping-off period in June.

With the current week, ending May 15, the total production for the industry since Jan. 1 will reach 2,122,013 units. With a little over seven months yet to go this year, it does not appear too optimistic, therefore, that the predicted 5,000,000-car year for 1937 will be reached or surpassed slightly, ADN believes.

As leader of the ADN group estimates, General Motors divisions are expected to produce 54,610 units this week, as against 53,749 a week ago and 50,610 in the same week a year ago. Chevrolet, which is pressing Ford for the top individual honors, should turn out approximately 34,000 this week, according to ADN figures. Pontiac will account for around 6,800; Oldsmobile about 6,300; Buick 6,010 and Cadillac-LaSalle its usual 1,500.

With 34,500 cars and trucks scheduled for this week, Ford continues as the top producer of the industry. Added to Lincoln's anticipated 900 units, this gives the Ford group a total of 35,400 for the current week.

Chrysler divisions continue a steady pace, and are expected to run about 24,800 units, the same as a week ago, off the assembly lines this week. Plymouth will likely account for 11,500, Dodge 9,000, Chrysler 2,200 and De Soto about 2,100 units.

Expected to turn out 3,600 units this week, Hudson-Terraplane tops the independents again. With 3,300 units scheduled, Packard holds second place, followed by Studebaker with 2,527, Nash-Lafayette with 2,320, Willys with 2,225, Graham with 475 and Cord with 40. Output among the miscellaneous group, which includes trucks, will continue at 11,000 units, according to ADN figures.

Packard Peace Signed

Ratification of the Packard agreement by the United Automobile Workers Sunday, leaves Ford Motor Co., the only unit in the industry not working under a written contract with its workers. The Packard pact also is the first signed by an automobile producing company which gives the UAW exclusive representation for all workers. This right was voted by the workers themselves in an election held under the terms of the validated Wagner Act. While the agreement seemed eminently acceptable to the officials of the union, the men themselves objected to the increase of three cents an hour which was granted in lieu of a demand for 10 cents. The union leaders pointed out, however, that workers at Packard had sustained no losses in obtaining the agreement and wage increase so that the three cent raise is equivalent to a much larger raise where heavy strike losses are involved.

* * * *

Prices to Rise

While the settlement of the Packard dispute brings to an end all major labor disturbances in the industry, and no fresh outbreaks are anticipated during the coming summer, it is generally conceded that the increase in costs of material and labor which have resulted from the UAW spring drive are bound to force a revision upward in car prices. There seems a general tendency to hold to the present prices on the current models but there is nothing to indicate this policy can be followed. Due to the uncertainty of costs, suppliers are unable to accept orders at current prices for future delivery. This factor alone deprives producers of the advantages of future buying in bulk. W. S. Knudsen last week declared that a price rise is now inevitable due to increased costs but he was unable to say definitely just how great the increase would be as operation figures since the resumption of work in GM plants are not sufficiently comprehensive to estimate extent of cost increase. Then, too, sporadic sit-downs during the past few months fog the picture. Some observers feel, however, that 1938 cars will be upped $50 to $60 above the current prices and there are some who feel that current models may be forced upward in the very near future.

ADN Production Estimate

Weeks Ended May 15, May 8

	Week Ending May 15	Same Week 1936*	Week Ended May 8*	May to Date*	Jan. 1 to Date*
GEN. MOTORS	54,610	50,575	53,749	108,359	677,300
†Chevrolet	34,000	34,500	33,600	67,600	409,100
Pontiac	6,800	5,256	6,546	13,346	91,438
Oldsmobile	6,300	5,869	5,989	12,289	85,328
Buick	6,010	4,400	6,010	12,020	71,705
Cad.-LaSalle	1,500	550	1,500	3,000	19,625
FORD	35,400	25,000	35,400	70,800	651,075
†Ford	34,500	25,000	34,500	69,000	632,250
Lincoln	900	§	900	1,800	18,825
CHRYSLER	24,800	23,750	24,800	49,600	345,978
†Plymouth	11,500	12,000	11,500	23,000	167,800
†Dodge	9,000	9,100	9,000	18,000	115,250
Chrysler	2,200	1,500	2,200	4,400	32,268
De Soto	2,100	1,150	2,100	4,200	30,660
PACKARD	3,300	1,510	3,300	6,600	60,957
†STUDEBAKER	2,527	2,162	2,322	4,849	45,377
†HUDS.-TERRA.	3,600	3,000	3,600	7,200	43,564
NASH-LAFAY.	2,320	1,900	2,354	4,674	43,305
WILLYS	2,225	709	2,188	4,413	37,804
GRAHAM	475	730	450	925	9,622
CORD	40	175‡	40	80	801
†MISC.	11,000	6,928	11,000	22,000	206,233
†TOTAL	140,297	116,439	139,099	279,396	2,122,013

*Revised. †Includes trucks. §Figures not available. ‡Includes Auburn.

GM April Sales

April sales of General Motors cars to dealers in the United States and Canada, together with shipments overseas, totaled 238,377 compared with 229,467 in April a year ago. Sales in March were 260,965. Sales for the first four months of 1937 totaled 677,577 compared with 729,634 for the same four months of 1936.

Sales of General Motors cars to consumers in the United States totaled 198,146 in April compared with 200,117 in April a year ago. Sales in March were 196,093. Sales for the first four months of 1937 totaled 538,839 compared with 580,067 for the same four months of 1936.

Sales of General Motors cars to dealers in the United States totaled 199,532 in April compared with 194,695 in April a year ago. Sales in March were 216,606. Sales for the first four months of 1936 totaled 536,713 compared with 605,009 for the same four months of 1936.

* * *

April Car Sales Seen Over 400,000

Based on returns from eight states thus far, ADN estimates April passenger car registrations will exceed the 400,000 mark. R. L. Polk & Co., which in addition to figures from the eight states also has access to reports from 110 major cities, places its early estimate at 400,000 units. Figured on the basis of the eight states thus far heard from, however, ADN's total hovers around the 450,000 mark. Although these states accounted for approximately 13 per cent of the April, 1936, total and would therefore indicate the 450,000 figure for April of this year, it is highly probable that they are not truly representative this year and that the final total will rest nearer the 400,000 mark. To date eight states have reported a total of 58,710 units for April of this year, compared with 53,209 for the same period a year ago.

Even though figured at the lower estimate of 400,000 the April registrations would set a new post-1929 record. The previous high point was 397,190 units in April last year. The record, established in the peak year of 1929, is 481,675 units.

* * * *

March Truck Sales Total 60,265 Units

Setting a new record for the month, truck registrations during March totaled 60,265 units, which is within the range of between 60,000 and 61,000 previously estimated by ADN. Besting March, 1936, by approximately 8,000 units, March of this year exceeded the previous high mark by roughly 15 per cent. The 52,428 sales in March of last year had been the previous record. This year's March was 44.12 per cent over the 41,815 registrations recorded in February of this year.

Mid-Week Automotive News Bulletin

(See ADN, Saturday, May 15, for Complete Details)

Willys Up

Toledo.—For the fourth consecutive month, production at Willys-Overland plants here rose in April. The total for the month was 9,819, bringing the total production of 1937 model cars as of May 1, to 38,421.

Registration Peak

Washington.—Bureau of public roads here reports a total registration of 28,221,291 motor vehicles in the United States in 1936, an all-time record. This figure exceeds 1935 by 2,000,000, and the former record year, 1930, by 1,700,000. License sales brought states $359,783,000, with trucks accounting for nearly 24 per cent of the receipts, but less than 15 per cent of the registrations. The total number of trucks and tractors registered is listed at 4,023,060.

Tool Index Up

Cleveland.—Preliminary reports indicate that the National Machine Tool Builders' Assn. index will top the March figure of 211.6 and reach the highest point for any April since the index was started in 1919. Observers attribute a portion of the rise to the demands of labor for higher wages, which can be paid without serious price rises only through utilization of the most efficient modern equipment.

Hayes Statement

Detroit.—A net loss of $50,209 for the four months ending Jan. 31, 1937, is reported to the Securities & Exchange Commission by Hayes Body Corp. A consolidated net loss of $22,100, after all charges, is shown for the year ended Sept. 30, 1936.

Contracts Awarded

Pontiac.—Four government contracts for $70,761 in heavy duty trucks are awarded to the Yellow Truck Coach Mfg. Co., it is revealed in the weekly summary of contracts awarded under the Walsh-Healey Act.

Meister Appointed

Harrison, N. J.—H. O. K. Meister is appointed general manager of the Hyatt Bearings division of General Motors, according to an announcement by William S. Knudsen, president. Meister went to work here for Hyatt in 1914, as assistant sales manager and has been with the company continuously.

Mark Bettered

Indianapolis.—Ralph De Palma, racing veteran, covers the 500-mile run of the Indianapolis speedway with an average speed of 82.18 miles an hour in a stock La Salle V-8, which will pace the field for the race here May 31. De Palma's original intention was merely to better the 74.59-mile pace which Ray Harroun set to win the first 500-mile event in 1911, but he increased his speed at the halfway mark. No attempt was made to establish a stock record.

Briggs Profits

Detroit.—A net first quarter profit of $2,474,899, after all charges, is reported by Briggs Mfg. Co.

Saginaw Strike

Saginaw, Mich. — Claiming the management refused to substitute flat rates for piece work pay, approximately 300 employes of the Chevrolet Grey Iron foundry, General Motors division, walked out here Tuesday afternoon on a strike called by shop stewards. James F. Miller, manager of the division, and union committee had been conferring for two days on the proposed pay change.

1937 Delivered Price List

Following is a revised listing of passenger car prices under the new plan which includes delivery charges, standard equipment and federal taxes at the point of manufacture. This method of pricing includes all makes except Ford. Ford prices include delivery charges and standard equipment at point of manufacture, but do not include taxes. Lincoln-Zephyr and Willys are missing.

BUICK, Series 40—Conv. phae., $1257; 4-dr. sed. with tk., $976; 2-dr. sed., $914; bus. cpe., $868; r.s. con. cpe., $1011; 4-pass. spt. cpe., $930; 4-dr. sed., $950; 2-dr. sed. with tk., $940. **Series 60**—Con. phae., $1479; 4-dr. sed. with tk., $1188; 2-dr. sed., $1127; r.s. con. cpe., $1224; spt. cpe., $1142; 4-dr. sed., $1162; 2-dr. sed. with tk., $1152. **Series 80**—4-dr. sed. with tk., $1418; 4-dr. phae. with tk., $1756 (6-wheel equip.). **Series 90** (all 6-wheel equip.)—8-pass. 4-dr. sed. with tk., $2140; 8-pass. lim. with tk., $2242; 6-pass. 4-dr. with tk., $1966; 6-pass. formal sed. with tk., $2140.

CADILLAC V-8, Series 37-60, 124" w.b.—2-pass. con. cpe., $1690; 2-pass. cpe., $1555; 5-pass. tour. sed., $1660; 5-pass. con. sed., $2020. **V-8 Series 37-65 Fisher De Luxe, 131" w.b.**—5-pass. tour. sed., $2090. **V-8 Series 37-70 Fleetwood, 131" w.b.**—5-pass. con. sed., $2960; 2-pass. con. cpe., $2905; 2-pass. cpe., $2805; 5-pass. tour. sed., $2595. **V-8 Series 37-75 Fleetwood 138" w.b.**—5-pass. con. sed., $3630; 5-pass. tour. sed., $2815; 5-pass. formal sed., $3685; 5-pass. town sed., $3325; 7-pass. tour. sed., $2970; 7-pass imperial tour. sed., $3170; 7-pass. town car, $4755. **V-8 Series 37-75 Special, 138" w.b.**—7-pass. special tour. sed., $2610; 7-pass. special tour. imperial, $2810. **V-8 Series 37-75 Business Cars, 138" w.b.**—8-pass. bus. tour. sed., $2745; 8-pass. bus. tour. Imperial, $2950. **V-12 Series 37-85 Fleetwood, 138" w.b.**—5-pass. con. sed., $4350; 5-pass. tour. sed., $3535; 5-pass. formal sed., $4400; 5-pass. town sed., $4045; 7-pass. tour. sed., $3690; 7-pass. Imperial tour. sed., $3890; 7-pass. town car, $5475. **V-16 Series 37-90 Fleetwood, 154" w.b.**—7-pass. lim., $7800; 5-pass. town cabr., $9025; 7-pass. town cabr., $9130; 5-pass. sed., $7545; 5-pass. Imperial cabr., $8055; 5-pass. town sed., $7495; 2-pass. con. cpe., $7800; 7-pass. lim. broug., $9025; 7-pass. sed., $7595; 7-pass. Imperial cabr., $8105; 2-pass. cpe., $7645; 5-pass. con. sed., $8105; 5-pass. con. cpe., $8105.

CHEVROLET, Master De Luxe, Series GA—Cpe., $655; coach, $672; town sed., $690; spt. cpe., $693; sed., $739; spt. sed., $757. **Master, Series GB**—Cpe., $588; coach, $606; town sed., $624; sed., $667; spt. sed., $685; cabr., $694.

CHRYSLER, Royal—Bus. cpe., $810; r.s. cpe., $860; 2-dr. sed., $870; 2-dr. tour. sed., $880; 4-dr. sed., $910; 4-dr. tour. sed., $920; con. cpe., $1005; con. sed., $1340. **133" w.b.**—7-pass. sed., $1140; sed. lim., $1240. **Imperial**—Bus. cpe., $1030; r.s. cpe., $1070; 2-dr. tk. sed., $1070; 4-dr. tour. sed., $1100; con. cpe., $1170; con. sed., $1500. **Custom Imperial**—8-pass. sed., $2060; sed. lim., $2160. **Airflow**—cpe., $1610; sed., $1610.

CORD—Westchester sed., $2445; Beverly sed., $2545; cabr., $2595; phae. sed., $2645. **Supercharged models**—Westchester sed., $2860; Beverly sed., $2960; cabr., $3010; phae. sed., $3060; **Custom, 132 w. b.**—Beverly, $2960; Berline, $3060; Super Beverly, $3375; Super Berline, $3575.

DE SOTO—Bus. cpe., $770; r.s. cpe., $820; broug., $830; tour. broug., $840; sed., $870; tour. sed., $880; con. cpe., $955; con. sed., $1280; 7-pass. sed., $1115; 7-pass. lim., $1215.

DODGE—Bus. cpe., $715; r.s. cpe., $770; con. cpe., $890; 2-dr. sed., $780; 2-dr. tour. sed., $790; 4-dr. sed., $820; 4-dr. tour. sed., $830. **132" w.b.**—7-pass. sed., $1075; con. cpe., $1220; 5-pass. lim., $1175.

FORD, 60 h.p.—5-win. cpe., $529; tudor sed., $544; tudor tour. sed., $569; fordor sed., $604; fordor tour. sed., $629. **85 h.p.**—5-win cpe., $570; tudor sed., $585.50; tudor tour. sed., $610.50; de luxe 5-win. cpe., $633.50; de luxe tudor sed., $648.50; fordor sed., $645.50; de luxe tudor tour. sed., $673.50; fordor tour. sed., $670.50; de luxe rdstr., $693.50; de luxe club cpe., $693.50; de luxe cabr., $693.50; de luxe fordor sed., $708.50; de luxe fordor tour. sed., $733.50; de luxe phae., $748.50; de luxe club cabr., $758.50; de luxe con. sed., $858.50.

GRAHAM, Crusader—2-dr. sed., $690; with tk., $720; 4-dr. sed., $770; with tk., $795. **Cavalier**—Bus. cpe., $850; r.s. cpe., $900; con. cpe., $945; 2-dr. sed., $875; with tk., $905; 4-dr. sed., $905; with tk., $935. **Supercharger 116**—Bus. cpe., $1015; r.s. cpe., $1045; con. cpe., $1080; 2-dr. sed., $1020; with tk., $1050; 4-dr. sed., $1050; with tk., $1080. **Supercharger 120**—Bus. cpe., $1105; r.s. cpe., $1135; con. cpe., $1170; 4-dr. sed., $1160; with tk., $1190.

HUDSON, Six Custom—Brough., $885; tour. brough., $910; sed., $935; tour. sed., $960; 3-pass. cpe., $860; vict. cpe., $905; conv. cpe., $960; conv. brough., $1045; bus. cpe., $815. **Eight de luxe, 122-in. w.b.**—brough., $955; tour. brough., $980; sed., $995; tour. sed., $1020; 3-pass. cpe., $900; vict. cpe., $970; conv. cpe., $1035; conv. brough., $1120. **Eight Custom, 122-in. w.b.**—brough., $1045; tour. brough., $1070; sed., $1095; tour. sed., $1120; 3-pass. cpe., $1005; vict. cpe., $1055; conv. cpe., $1130; conv. brough., $1215. **Eight de luxe, 129-in. w.b.**—sed., $1020; tour. sed., $1045. **Eight Custom, 129-in. w.b.**—sed., $1120; tour. sed., $1145.

LASALLE V-8, Series 37-50, 124" w.b.—2-pass. con. cpe., $1290; 2-pass. cpe., $1095; 5-pass. 2-dr. tour. sed., $1215; 5-pass. tour. sed., $1260; 5-pass. con. sed., $1620.

NASH—**Nash-LaFayette, 117" w.b.**—Bus. cpe., $705; r.s. cpe., $760; vict., tk., $765; 4-dr. sed., tk., $810; cabr., $850. **Nash Ambassador Six**—Bus. cpe., $870; r.s. cpe., $910; vict., tk., $910; 4-dr. sed., tk., $960; cabr., $975. **Nash Ambassador Eight**—Bus. cpe., $990; r.s. cpe., $1030; vict., tk., $1030; 4-dr. sed., tk., $1080; cabr., $1095.

OLDSMOBILE, Six—Bus. cpe., $765; club cpe., $825; con. cpe., $920; 2-dr. sed., $825; 2-dr. tour. sed., $850; 4-dr. sed., $875; 4-dr. tour. sed., $900. **Eight**—Bus. cpe., $880; club cpe., $940; con. cpe., $1035; 2-dr. sed., $940; 2-dr. tour. sed., $965; 4-dr. sed., $990; 4-dr. tour. sed., $1015.

PACKARD (All 5-wheel Equip.) Six—Bus. cpe., $895; spt. cpe., $940; 5-pass. tour. cpe., $960; con. cpe., $1010; 5-pass. sed., $995; club sed., $1000; tour sed., $1010; chassis, $670. **120**—Bus. cpe., $1065; spt. cpe., $1110; 5-pass. tour. cpe., $1135; con. cpe., $1185; 5-pass. sed., $1170; club sed., $1175; tour. sed., $1185; con. sed., $1485; chassis, $840. **120, 138" w.b.**—7-pass. tour. sed., $1835; tour. lim., $1985. **120 De Luxe**—Tour. sed., $1400; tour. cpe., $1350; club sed., $1390. **Super Eight, Model 1500**—5-pass. sed., $2480; chassis, $1935. **Model 1501**—5-pass. tour. sed., $2685; formal sed., $3400; club sed., $2680; 5-pass. cpe., $2660; cpe., $2585; con. cpe., $2830. Victoria, $3310; chassis, $2015. **Model 1502**—Con. cpe., $3515; 7-pass. tour. sed., $2860; tour. lim., $2995; bus. sed., $2730; bus. lim., $2870; chassis, $2075. **Twelve, Model 1506**—5-pass. sed., $3670; chassis, $2610. **Model 1507**—5-pass. tour. sed., $3740; formal sed., $4455; club sed., $3845; 5-pass. cpe., $3770; r.s. cpe., $3720 (6-wheel equip.); con. cpe., $3750 (6-wheel equip.); Victoria, $4815 (6-wheel equip.); chassis, $2865. **Model 1508**—Con. cpe., $4975 (6-wheel equip.); 7-pass. tour. sed., $4195; tour. lim., $4400; chassis, $3060.

PIERCE-ARROW, Model 1701, 139" w.b.—Chassis, $2820; 5-pass. sed., $3375; club sed., $3480; cpe., $3375; con. cpe., $3480; form. sed., $3630; club Berline, $3630. **144" w.b.**—5-pass. sed., $3530; 7-pass. sed., $3690; E.D.L., $3840; con. sed., $4306; con. sed. part., $4555; form. sed., $4350; Brunn Met. town brough., $5520; 9-pass. comm. sed., $3600; E.D.L. special, $4415. **Model 1702, 139" w.b.**—5-pass. sed., $3895; club sed., $4000; cpe., $3895; con. rdstr., $4000; form. sed., $4155; club Berline, $4155. **144" w.b.**—5-pass. sed., $4050; 7-pass. sed., $4210; E.D.L., $4360; con. sed., $4820; con. sed. part., $5075; Brunn Met. town brough., $6040. **Model 1703**—7-pass. sed., $5015; E.D.L., $5220; big E.D.L., $6760; **P-A town car, $7270.**

PLYMOUTH, Business Model—Cpe., $580; 2-dr. sed., $626; 4-dr. sed., $665 **De Luxe**—Cpe., $650; r.s. cpe., $700; 2-dr. sed., $715; 2-dr. tour. sed., $725; 4-dr. sed., $745; 4-dr. tour. sed., $755.

PONTIAC, De Luxe Six—Cpe., $736; spt. cpe., $808; cabr., $900; 2-dr. sed. $785; 2-dr. tour. sed., $810; 4-dr. sed., $836; 4-dr. tour. sed., $861. **De Luxe Eight**—Cpe., $812; spt. cpe., $868; cabr., $940; 2-dr. sed., $848; 2-dr. tour. sed., $874; 4-dr. sed., $894; 4-dr. tour. sed., $920.

STUDEBAKER, Dictator—Bus. cpe., $765; cust. cpe., $820; 5-pass. cust. cpe., $845; St. Regis cust. sed., $850; St. Regis cruis. sed., $870; 4-dr. cust. sed., $880; 4-dr. cruis. sed., $900. **President**—Cust. cpe., $1085; 5-pass. cust. cpe., $1115; St. Regis cust. sed., $1135; St. Regis cruis. sed., $1155; 4-dr. cust. sed., $1165; 4-dr. cruis. sed., $1185.

TERRAPLANE, Six De Luxe—brough., $735; tour. brough., $755; sed., $790; tour. sed., $810; 3-pass. cpe., $715; vict. cpe., $760; conv. cpe., $835; conv. brough., $915; bus. cpe., $695. **Super Six**—brough., $815; tour. brough., $835; sed., $865; tour. sed., $885; 3-pass. cpe., $795; vict. cpe., $835; conv. cpe., $905; conv. brough., $985.

WILLYS.—Stand. coupe, $476; stand sedan, $538; deluxe sedan, $589.

NEW PASSENGER CAR REGISTRATIONS,

Figures supplied by R. L. Polk & Co. with exception of New Jersey, supplied by New Jersey M

STATES		CHRYSLER GROUP					FORD GROUP			GENERAL MOTORS G				
		Chrysler	De Soto	Dodge	Plymouth	Totals	Ford	Lincoln	Totals	Buick	Cadillac	Chevrolet	LaSalle	Oldsmobile
Alabama	'37	30	36	240	381	687	1023	9	1032	101	6	1373	16	9
	'36	15	5	104	240	364	644	6	650	57	4	1145	5	6
Arizona	'37	28	25	89	156	298	217	16	233	46	4	198	13	4
	'36	19	15	74	120	228	186	2	188	31	1	231	1	2
Arkansas	'37	40	29	167	423	659	810	21	831	63	3	735	12	6
	'36	24	10	94	223	351	413	4	417	49	3	618	4	3
California	'37	746	764	2307	3394	7211	4545	234	4779	1455	135	4609	317	147
	'36	456	476	1838	2600	5370	4183	95	4278	906	112	4677	89	159
Colorado	'37	93	77	200	458	828	753	26	779	177	12	778	34	14
	'36	26	18	94	249	387	497	7	504	68	1	567	2	7
Connecticut	'37	125	173	497	764	1559	976	33	1009	387	31	1141	108	31
	'36	60	68	327	692	1147	843	6	849	286	42	1070	27	30
Delaware	'37	22	12	52	106	192	164	3	167	51	6	242	9	9
	'36	15	7	18	84	124	152	2	154	62	1	265		7
Florida	'37	88	38	270	552	948	1318	104	1422	157	25	557	45	16
	'36	66	35	191	540	832	857	39	896	177	31	1002	30	16
Georgia	'37	85	47	376	740	1248	1865	44	1909	205	11	1410	37	25
	'36	47	27	187	534	795	1014	14	1028	178	12	1343	21	21
Idaho	'37	41	42	124	254	461	431	12	443	54	2	371	3	6
	'36	28	10	95	191	324	306	11	317	42		424		5
Illinois	'37	747	657	2426	3608	7438	5676	157	5833	1234	81	4543	264	138
	'36	376	265	1704	3146	5491	5094	72	5166	893	79	6278	94	135
Indiana	'37	420	358	1286	2581	4645	4016	70	4086	503	21	3058	52	78
	'36	120	122	560	1185	1987	1937	29	1966	236	19	2502	18	49
Iowa	'37	145	63	325	806	1339	2001	27	2028	279	6	1827	18	25
	'36	80	35	254	708	1077	1356	14	1370	124	9	2051	12	24
Kansas	'37	87	83	276	679	1125	1244	30	1274	154	2	1141	11	19
	'36	64	43	246	655	1008	1063	13	1076	163	6	1667	6	21
Kentucky	'37	102	56	441	665	1264	1306	15	1321	189	6	1321	29	21
	'36	78	36	359	605	1078	837	10	847	120	9	1502	10	17
Louisiana	'37	64	33	186	406	689	831	29	860	106	5	812	23	10
	'36	29	21	172	352	574	753	20	773	97	4	1086	8	11
Maine	'37	48	49	184	305	586	459	16	475	115	5	397	24	12
	'36	11	5	70	139	225	230	4	234	76	9	282	9	7
Maryland	'37	168	89	408	822	1487	1133	28	1161	264	9	1309	37	21
	'36	93	26	221	578	918	652	2	654	227	14	1145	13	17
Massachusetts	'37	374	258	1205	1735	3572	2920	79	2999	714	57	2695	149	98
	'36	116	48	746	1326	2236	2127	27	2154	489	54	1941	55	76
Michigan	'37	287	337	1016	2018	3658	6244	117	6361	790	31	3396	152	87
	'36	186	123	1356	1347	3012	5472	88	5560	694	47	4153	59	95
Minnesota	'37	250	227	511	1350	2338	2820	42	2862	318	10	1889	36	36
	'36	119	70	286	944	1419	1424	14	1438	206	7	2109	9	29
Mississippi	'37	18	17	108	307	450	605	10	615	64		916	5	40
	'36	15	2	43	153	213	558	3	561	23	2	872	1	24
Missouri	'37	148	250	802	1922	3122	2695	64	2759	352	17	2966	46	474
	'36	113	122	608	1429	2272	2378	29	2407	328	19	3668	25	543
Montana	'37	78	35	132	253	498	472	15	487	77	2	559	5	90
	'36	61	14	146	275	496	463	7	470	58		627		73
Nebraska	'37	41	27	122	363	553	797	21	818	112	2	788	5	120
	'36	40	20	131	444	635	782	4	786	80	2	1183	3	101
Nevada	'37	12	9	28	56	105	67	4	71	22		68	9	13
	'36	14	11	35	74	134	122	6	128	28	3	106	2	24
New Hampshire	'37	29	19	113	151	312	263	7	270	56	4	298	7	85
	'36	7	7	62	115	191	207	3	210	39	2	239	1	63
New Jersey	'37	372	379	1317	1523	3591	2210	84	2294	973	72	2837	199	884
	'36	238	123	984	1573	2918	1912	49	1961	757	73	3004	45	921
New Mexico	'37	12	6	42	70	130	119	2	121	33		139	3	22
	'36	10	8	23	95	136	140	6	146	27	1	178		19
New York	'37	993	858	3219	4538	9608	6255	328	6583	2258	187	6168	491	2351
	'36	618	314	2386	3845	7163	6090	117	6207	2282	176	6862	171	2242
North Carolina	'37	76	25	250	625	976	1324	31	1355	164	8	1404	16	155
	'36	46	28	145	499	718	817	2	819	123	10	1309	6	144
North Dakota	'37	18	12	32	107	169	381	7	388	17	1	300	3	44
	'36	11	3	33	75	122	148	1	149	27		285	2	18
Ohio	'37	931	950	2167	4189	8237	8722	194	8916	1451	83	7452	211	1716
	'36	476	361	2258	4611	7706	7056	60	7116	974	62	8526	78	1677
Oklahoma	'37	88	55	261	568	972	1094	41	1135	142	4	1210	25	195
	'36	57	29	272	604	962	1316	19	1335	207	10	1844	14	274
Oregon	'37	109	110	259	556	1034	810	41	851	167	7	900	23	176
	'36	76	43	240	374	733	753	18	771	134	11	1082	14	171
Pennsylvania	'37	1080	824	2819	4901	9624	5409	177	5586	1199	59	4699	194	1254
	'36	417	226	1552	3233	5428	4202	54	4256	979	57	5015	71	1196
Rhode Island	'37	74	76	169	321	640	415	18	433	79	3	395	25	119
	'36	48	41	140	351	580	364	9	373	130	11	424	9	133
South Carolina	'37	45	28	202	401	676	879	13	892	91		769	9	82
	'36	14	5	106	219	344	500	2	502	62	4	711	2	66
South Dakota	'37	28	22	77	169	296	381	6	387	45		293	3	38
	'36	14	6	44	132	196	278	2	280	38		373		38
Tennessee	'37	100	68	504	799	1471	1331	20	1351	175	9	1283	36	206
	'36	91	52	515	1114	1772	1559	14	1573	239	14	2448	14	242
Texas	'37	266	147	928	1970	3311	3741	102	3843	670	40	3702	84	740
	'36	219	73	679	1690	2661	3213	35	3248	534	45	4739	39	702
Utah	'37	30	34	126	212	402	340	15	355	69	1	328	1	75
	'36	15	39	133	224	411	326	8	334	47	6	383	3	72
Vermont	'37	12	14	66	109	201	135	2	137	45		122	7	40
	'36	6	2	23	70	101	78	1	79	20		81	2	22
Virginia	'37	106	106	326	712	1250	1328	38	1366	168	7	1153	13	148
	'36	60	38	210	596	904	900	11	911	105	7	1306	8	137
Washington	'37	170	161	473	1061	1865	1299	41	1340	324	8	1385	37	424
	'36	88	87	387	843	1405	1431	27	1458	187	14	1483	15	395
West Virginia	'37	96	72	222	521	911	687	18	705	100	4	859	9	103
	'36	43	45	184	433	705	722	8	730	90	8	916	12	121
Wisconsin	'37	190	142	985	1239	2556	2392	56	2448	339	14	1778	35	421
	'36	100	69	498	1063	1730	1745	22	1767	229	13	2572	14	509
Wyoming	'37	15	15	90	184	304	276	9	285	47	1	291	3	48
	'36	10	4	49	96	159	133	2	135	13		161	2	32
District of Columbia	'37	98	84	302	545	1029	632	36	668	179	14	576	39	174
	'36	71	33	298	498	900	1038	18	1056	159	13	1086	15	222
Total, 49 States for March	'37	9225	7998	28727	50575	96525	85811	2512	88323	16780	1015	77440	2932	18476
	'36	5006	3270	21180	41186	70642	69271	1016	70287	13100	1027	87541	1040	17633

ONS, ALL STATES FOR MARCH, 1937-1936

Jersey Motor List Co., and Metropolitan New York area which are compiled by Sherlock & Arnold.

ORS GROUP				HUDSON GROUP			AUBURN GROUP			NON-AFFILIATED GROUP							
Oldamo-bile	Pontiac	Totals	Terra-plane	Hudson	Totals	Auburn	Cord	Totals	Graham	Nash	Packard	Pierce-Arrow	Stude-baker	Willys	Miscel-laneous	TOTALS
6	94	110	1700	104	6	110				29	48		22	42		3670
5	64	56	1331	50	5	55	1	2	3	3	16	11		13	11		2457
3	40	34	335	23	5	28		1	1	5	34	26		10	13		983
1	28	32	324	21	5	26		1	1	8	11	16		22	6	2	832
2	64	140	1017	51	8	59				2	25	25		52	24		2694
4	37	90	801	29	3	32				1	4	8		11		3	1628
7	1479	1460	9455	378	108	486	2	22	24	133	342	687	4	665	1311	32	25129
9	1590	1100	8474	231	160	391	15	12	27	194	442	344	6	785	295	58	20664
4	146	169	1316	103	29	132	1		1	11	77	60	1	60	55	1	3321
2	79	55	772	54	23	77	4		4	6	25	22	3	15	4	4	1823
8	319	476	2462	146	24	170		1	1	44	159	324	2	153	101	2	5986
7	305	324	2054	69	43	112	4	1	5	26	96	135		95	6	25	4550
9	91	59	458	14	6	20					8	27		13	5	1	891
	74	64	466	11	6	17				1	6	30		10			808
5	167	155	1106	112	24	136		12	12	27	34	143	1	50	86	13	3978
0	162	142	1544	102	29	131	8	1	9	27	15	57	7	41	46	4	3609
7	251	213	2127	148	21	169				10	87	182		110	62	1	5905
1	211	163	1928	83	16	99	1		1	4	37	72		86	13	2	4065
3	67	41	538	57	17	74				9	35	10		48	16		1634
	56	64	586	28	14	42	2		2	12	19	11		43	1	5	1362
4	1388	1517	9027	565	112	677	3	21	24	63	741	765	3	623	228		25422
4	1353	1098	9795	422	134	556	26	6	32	84	324	340	4	486	19	57	22354
2	789	855	5278	487	77	564	4	7	11	38	235	265	1	589	237		15949
8	490	354	3619	239	54	293	19	3	22	39	60	102		194	16	25	8323
8	253	351	2734	194	29	223	1		1	20	101	95		111	54		6706
2	243	232	2671	141	27	168	1	1	2	22	57	31		101	2	10	5511
1	199	233	1740	150	33	183				7	70	65	1	74	36	1	4576
6	211	251	2304	163	43	206	1		1	15	80	31		99		8	4828
9	218	261	2024	71	11	82		1	1	5	62	125		71	39		4994
0	174	174	1989	80	17	97	4	2	6	23	32	59	1	57	2	12	4203
3	104	77	1127	56	12	68				1	49	59	1	45	25	3	2927
8	118	88	1401	34	10	44				1	49	36	2	50	9	4	2943
4	125	190	856	80	18	98		1	1	13	60	65		54	13		2221
9	71	76	523	23	14	37				6	12	22		16	3		1078
7	218	286	2123	128	19	147		1	1	11	54	129		94	38		5245
3	173	210	1782	51	20	71	1	6	7	5	37	71	3	71	1	2	3622
9	983	859	5457	306	73	379		3	3	58	374	573	5	293	108	5	13826
5	768	510	3817	172	75	247	7	1	8	23	144	265	6	125	8	16	9049
2	877	1073	6319	535	75	610		2	2	75	237	692		115	200	1	18270
9	951	773	6677	565	128	693		3	3	65	65	220	1	89	4	42	16431
6	367	410	3030	211	24	235		1	1	26	228	148		198	98		9164
9	294	292	2917	154	32	186	1	1	2	21	82	81	1	118	3	20	6288
5	40	73	1098	30	3	33				1	8	23		10	12	1	2251
1	24	27	949	19	4	23					5	9		13	1		1774
6	474	457	4312	208	28	236	2	1	3	29	124	219	3	180	95	2	11084
5	543	519	5102	149	36	185	8	3	11	45	81	131	2	181	3	22	10442
5	90	80	813	77	27	104				3	88	28		54	13	1	2089
	73	62	820	91	38	129				9	55	16	1	59	4	7	2066
5	120	134	1161	63	11	74				3	36	57		51	27		2780
3	101	110	1479	46	13	59	2		2	5	44	25		53	2	4	3094
9	13	14	126	10	2	12					20	14		11	9		368
2	24	14	177	16	6	22	1		1	2	21	6		15	4	1	511
7	85	75	525	35	9	44				2	50	43		41	19	1	1307
1	63	42	386	23	16	39	1		1	1	18	10		25	4	1	886
9	884	1137	6102	239	71	310	6	3	9	59	275	571	1	277	148	1	13638
5	921	895	5695	153	70	223	15	5	20	32	133	271	5	181	7	23	11469
3	22	9	206	19	1	20				3	3	10		11	10	1	515
	19	25	250	14	3	17					3	5		4	2	2	565
1	2351	2129	13584	548	144	692		16	16	100	603	1386		705	233	3	33513
1	2242	1557	13290	416	186	602	12	15	27	99	385	728	7	463	23	42	29036
6	155	177	1924	137	16	153				4	34	118	1	22	59		4646
6	144	144	1736	75	15	90	1		1	6	9	37		6		4	3426
3	44	40	405	24	8	32					20	5		13	5		1037
2	18	15	347	14	4	18				3	4			7	3		653
1	1716	2466	13379	955	165	1120	3	10	13	211	731	808		685	871	6	34977
8	1677	1644	12961	910	203	1113	12	7	19	153	269	377	7	466	59	59	30305
5	195	210	1786	98	16	114	1	2	3	14	56	90		62	41		4273
4	274	297	2646	65	20	85	3		3	8	36	35	2	82	16	16	5226
3	176	169	1442	114	26	140		1	1	32	136	81		107	120	1	3945
4	171	158	1570	113	35	148	2		2	61	75	51		116	48	8	3583
4	1254	1286	8691	672	117	789	1	5	6	112	574	855	3	683	253	11	27187
1	1196	865	8183	382	112	494	10	4	14	68	239	364	3	382	7	45	19483
5	119	142	763	38	13	51				7	40	99		36	16		2085
9	133	112	819	52	15	67				7	35	38		29	1	4	1953
9	82	95	1046	110	15	125		1	1		10	89		39	44		2922
2	66	56	901	54	8	62	4		4	1	2	41		28	4	1	1890
3	38	44	423	17	3	20				2	22	13		13	5		1181
	38	42	491	14	1	15				2	8	12		21		4	1029
3	206	156	1865	117	11	128		1	1	15	124	135		98	64	2	5254
4	242	253	3210	118	20	138	1		1	20	69	77		91	46	11	7008
4	740	562	5798	289	53	342	1	6	7	20	144	382	1	324	153	1	14326
9	702	579	6638	322	80	402	7	8	15	48	107	173	4	340	15	18	13669
1	75	71	545	47	12	59	1	5	6	24	40	38		83	23		1575
3	72	57	568	41	22	63	4		4	27	36	31		57	4	2	1537
7	40	41	255	22	3	25				1	19	26		11	7		682
2	22	16	141	11	8	19				1	6	8		3			358
3	148	180	1669	88	17	105				7	29	136		51	30	1	4644
3	137	145	1708	61	14	75	1		1	14	27	65	1	59	3	13	3781
7	424	307	2485	267	54	321		1	1	43	136	149		229	145	2	6716
5	395	161	2255	133	47	180	1		1	35	57	62	2	243	83	12	5793
9	103	109	1184	65	13	78		1	1	11	42	74		58	32	1	3096
	121	108	1255	45	16	61				12	28	28		50	2	11	2882
5	421	516	3103	199	41	240				29	819	170	1	257	65	2	9690
	509	366	3703	195	52	247	1		1	36	259	102		146	5	23	8019
	48	41	431	44	7	51				6	16	12		24	14		1143
	32	22	230	25	6	31				2	9	4		9	1	2	582
	174	141	1123	47	16	63		1	1	11	10	165		71	17		3158
	222	120	1615	45	12	57	3		3	7	24	69	4	47	3	6	3791
	18476	19830	136473	8498	1633	10131	26	127	153	1307	7250	10309	29	7656	5321	96	363573
	17633	14559	134900	6324	1920	8244	184	82	266	1290	3657	4739	72	5703	799	640	301239

Passenger Car Registrations

Three Months plus 8 States for April, 1937-1936

Make	1937	Pos.	1936	Pos.	Unit Gain
FORD	228,775	1	173,267	2	55,508
CHEVROLET	176,785	2	217,270	1	40,485*
PLYMOUTH	137,455	3	101,125	3	36,330
DODGE	73,664	4	50,883	4	22,781
PONTIAC	48,440	5	34,109	6	14,331
OLDSMOBILE	43,746	6	41,620	5	2,126
BUICK	41,185	7	30,833	7	10,352
HUDSON-TERRA.	27,034	8	20,978	8	6,056
PACKARD	25,013	9	10,999	11	14,014
CHRYSLER	22,806	10	12,290	10	10,516
DE SOTO	18,863	11	7,910	13	10,953
STUDEBAKER	18,526	12	13,753	9	4,773
NASH-LAFAYETTE	18,425	13	9,052	12	9,373
WILLYS	11,820	14	2,266	17	9,554
CAD.-LASALLE	9,335	15	5,126	14	4,209
LINCOLN	6,352	16	2,661	16	3,691
GRAHAM	3,341	17	3,145	15	196
AUBURN-CORD	439	18	717	18	278*
PIERCE-ARROW	101	19	184	19	83*
MISC.	512		1678		1,166*
TOTAL	912,617		739,866		172,751

*Loss

State by State

March, 1937-1936
PASSENGER CARS

	1937	1936	Unit Gain	Pct. Gain
New England	26,107	17,874	8,233	46.1
Middle Atlantic	74,338	59,988	14,350	23.9
South Atlantic	34,485	27,874	6,611	23.7
E. North Central	104,308	85,432	18,876	22.1
E. South Central	16,169	15,442	727	4.7
W. North Central	36,528	31,845	4,683	14.7
W. South Central	24,220	23,466	754	3.2
Mountain States	11,628	9,278	2,350	25.3
Pacific States	35,790	30,040	5,750	19.1
TOTAL	363,573	301,239	62,334	20.7

*Loss

Geographical Analysis

	1937	1936	Unit Gain
NEW ENGLAND	26,107	17,874	8,233
Maine	2,221	1,078	1,143
New Hampshire	1,307	886	421
Vermont	682	358	324
Massachusetts	13,826	9,049	4,777
Rhode Island	2,085	1,953	132
Connecticut	5,986	4,550	1,436
MIDDLE ATLANTIC	74,338	59,988	14,350
New York	33,513	29,036	4,477
New Jersey	13,638	11,469	2,169
Pennsylvania	27,187	19,483	7,704
SOUTH ATLANTIC	34,485	27,874	6,611
Delaware	891	808	83
Maryland	5,245	3,622	1,623
Dist. of Columbia	3,158	3,791	633*
Virginia	4,644	3,781	863
West Virginia	3,096	2,882	214
North Carolina	4,646	3,426	1,220
South Carolina	2,922	1,890	1,032
Georgia	5,905	4,065	1,840
Florida	3,978	3,609	369
E. NORTH CENTRAL	104,308	85,432	18,876
Ohio	34,977	30,305	4,672
Illinois	25,422	22,354	3,068
Indiana	15,949	8,323	7,626
Michigan	18,270	16,431	1,839
Wisconsin	9,690	8,019	1,671
E. SOUTH CENTRAL	16,169	15,442	727
Kentucky	4,994	4,203	791
Tennessee	5,254	7,008	1,754*
Alabama	3,670	2,457	1,213
Mississippi	2,251	1,774	477
W. NORTH CENTRAL	36,528	31,845	4,683
Minnesota	9,164	6,288	2,876
Iowa	6,706	5,511	1,195
Missouri	11,084	10,442	642
North Dakota	1,037	653	384
South Dakota	1,181	1,029	152
Nebraska	2,780	3,094	314*
Kansas	4,576	4,828	252*
W. SOUTH CENTRAL	24,220	23,466	754
Arkansas	2,694	1,628	1,066
Louisiana	2,927	2,943	16*
Oklahoma	4,273	5,226	953*
Texas	14,326	13,669	657
MOUNTAIN STATES	11,628	9,278	2,350
Montana	2,089	2,066	23
Idaho	1,634	1,362	272
Wyoming	1,143	582	561
Colorado	3,321	1,823	1,498
Arizona	983	832	151
New Mexico	515	565	50*
Utah	1,575	1,537	38
Nevada	368	511	143*
PACIFIC STATES	35,790	30,040	5,750
California	25,129	20,664	4,465
Oregon	3,945	3,583	362
Washington	6,716	5,793	923
TOTAL	363,573	301,239	62,334

*Loss

New Commercial Car Registrations, All States for March, 1937-1936

Figures supplied by R. L. Polk & Co. with exception of New Jersey, supplied by New Jersey Motor List Co., and Metropolitan New York area which are compiled by Sherlock & Arnold.

STATES		Autocar	Brockway	Chevrolet	Diamond-T	Dodge	Federal	Ford	G.M.C.	Indiana	Inter-national	Mack	Plymouth	Reo	Sterling	Stewart	Studebaker	Terraplane	White	Willys	Miscel-laneous	TOTAL
Alabama	'37			564		81		402	43		82		7				1	3	9			1192
	'36			552		32		339	6	1	52		1					1	2	1	2	989
Arizona	'37			63	2	34		106	34	1	22	2	7	3			5	8	1			288
	'36			100	1	52		97	4		42		1	1			1	3		4		306
Arkansas	'37			533	17	97		781	115		108	1	17	10			2	7	1	1		1690
	'36			371	1	96		365	5		60		2	1				2	1			904
California	'37	14	8	837	24	560	14	1188	340	8	351	32	90	40	8	1	100	59	37	12	29	3752
	'36		1	500	3	255	3	465	77	7	140	1	15	7	8	3	6	5	14	39	8	1557
Colorado	'37	1		212	17	65		257	47		60	1	18	13			9	7	4		3	714
	'36			162	5	69	5	207	15		51		7	4				6	5			536
Connecticut	'37		2	208	16	75	10	202	57	2	106	15	19	15		6	3	9	8		10	763
	'36	1	6	179	7	84	6	199	18	1	81	7		8				2	10	1	3	613
Florida	'37			128	7	116	4	526	44	3	121	4	19	14			2	10	8	7	3	1016
	'36			279	2	100	2	258	7		75	1		15				1	2	21	1	764
Georgia	'37			555	10	193	2	900	106	2	85	10	16	2			6	5	12	1	4	1909
	'36			511	12	88	3	472	30	7	121	2	2				1	1	8	1	1	1260
Idaho	'37			115	5	21		116	27		51		7	2			9	16				369
	'36			148	5	53		145	6		53			2			2	6	2	2	4	428
Illinois	'37	3		757	92	348	25	1017	183		300	22	50	31		4	16	23	30	1	20	2922
	'36	7		1204	80	414	20	919	88	4	399	1	22	13	1	1	17	10	35	1	38	3274
Indiana	'37	5		395	40	262	7	555	154	1	220	9	25	12		9	21	22	24	5	8	1774
	'36	1		536	33	223	3	445	39	6	171	1	7	8		14	19	9	9		8	1532
Iowa	'37			435	22	137	6	465	74		145	5	26	15			16	15		1	7	1369
	'36			508	15	112	4	343	19	1	154	2	9	8			4	4	1		3	1187
Kansas	'37			248	24	79	1	357	84		121		21	15			11	13	1		4	979
	'36			380	16	111	2	305	31		127	1	5	6			3	4	5		7	1003
Kentucky	'37			177	12	116	1	214	69	4	124	6	13	8			7	4	9		4	768
	'36			367	9	120	2	264	35	1	137	3	2	3		1	4	2	7	2	3	962
Louisiana	'37			231	12	66		348	30		124		11	4				4	4	3	1	838
	'36			327	3	62		228	13	2	108		4	2					3		1	753
Maine	'37		2	146		40		182	20		22	3	10	2			4	8	1			440
	'36			113		55		122	7		21		3	2			2		3			328
Maryland	'37	13	4	294	4	85	6	251	48	1	87	19	19			2	3	6	19		2	863
	'36	1	7	247	6	64		179	23	4	67	2	3	1		1	5		7	1	6	624
Massachusetts	'37	28	13	450	19	214	15	725	157	4	180	45	27	21	7	11	7	32	47		10	2012
	'36	16	16	265	9	155	4	312	57	1	83	10	3	11		2	5	1	5		10	965
Michigan	'37	2	1	391	10	254	20	761	163		98	2	24	39			6	29	6	2	24	1832
	'36			428	8	205	13	573	83		83	3	8	16			4	9	5	2	10	1450
Minnesota	'37			361	36	146	7	565	67	6	185	2	39	9		2	15	24	6		8	1478
	'36			571	25	180	7	413	29	1	183	3	12	10			3	5	17		10	1469
Mississippi	'37			448	7	55		381	52		129	1	19	1			3	2	3			1101
	'36			441		20		356	5		59							1				882
Missouri	'37	1		898	38	282	11	881	209	1	307	8	37	8		1	14	7	28	1	10	2742
	'36	9		1148	28	247	12	733	65	5	217	2	6	8	1		2	4	13		5	2505
Montana	'37			137	8	36	1	167	18		63		15	2			16	9	2			474
	'36			199	8	77	5	166	4		75		3	3			5	11	1		2	559
Nebraska	'37			142	6	37		183	53		86	2	15	4			2	2				532
	'36			281	13	80	1	197	25		106		2	3			2	3	3			716
Nevada	'37			32	8	11		25	5		7	1	6					3	1			99
	'36			38		29		53	2		14		1					1	1	1	1	141
New Hampshire	'37		1	79		35		93	18		21	4	3	2		2	3	3				264
	'36			80	1	46		89	22	1	22		1	9		2	3		1	1		278
New Jersey	'37	16	10	555	77	227	11	559	100	5	167	34	56	17	1	7	12	16	27		18	1915
	'36	12	29	469	44	246	14	406	55	7	140	25		14	1	3	9	2	16		14	1506
New Mexico	'37			69	3	21		88	15		23		8	3			1	3	5			239
	'36			105	1	27		69	6		21			1					1	2		233
New York	'37	33	63	1092	84	421	25	1140	402	15	320	102	65	31	2	71	22	28	58	4	32	4010
	'36	14	51	915	68	509	13	1026	159	23	278	38	8	24	2	19	21		38	3	50	3259
North Carolina	'37	1		374	2	121	4	401	55	1	79	14	24	10			1	6	6		6	1105
	'36			514	7	122		352	18	1	80	15	5	1			1	1	2	1		1120
North Dakota	'37			68		17		75	9		24		6					1				200
	'36			63	2	19		45	6		28		2					1				166
Ohio	'37	17		1266	49	367	14	1227	272	13	322	29	72	35		12	29	24	75	22	19	3864
	'36	11		1076	36	615	12	982	105	7	370	18	13	26		13	29	7	35	8	11	3374
Oklahoma	'37			364	7	99	3	398	75		103	1	2	2			5	8	1	4	4	1076
	'36			564	8	131	3	449	16	3	176		4				1	4	4	9	1	1373
Oregon	'37			214	3	68	7	238	66	1	66	6	12	6			7	15	1		3	713
	'36			263	6	105	9	210	24	1	61	2	6	2			3	5	2	14	4	717
Pennsylvania	'37	29	33	861	85	498	14	957	265	7	350	58	104	43	4	18	27	15	50	2	26	3446
	'36	13	13	858	65	481	11	895	151	11	330	29	28	26	2	13	43	4	45	2	7	3027
Rhode Island	'37	10	1	49	3	44	2	94	16		17	4	8	1	1			1	1		2	254
	'36		1	44	3	33	3	69	16		5	1	1	7			1					184
South Carolina	'37	1		227		92		311	51	7	48	3	21	1			3	4	3	1	2	775
	'36			313		71	2	204	14	1	43		7				2	6	1	2		666
South Dakota	'37			62	3	30		88	7		30		5	5			1	3			3	237
	'36			117	4	36		75	4		36		3	2							2	279
Tennessee	'37			360	15	140	8	407	86		159		26	5			7	1	10	1	1	1226
	'36			824	22	336	26	545	52	3	275	2	5				5	2	8	4	1	2110
Texas	'37			1146	20	286	8	1371	144	4	343	14	55	15			24	36	28	6	6	3506
	'36			1424	24	286	4	1034	24	10	348	7	4	4			3	13	22	3	3	3213
Utah	'37			97	3	37		119	23		38	1	7				4	2	4			335
	'36			119		61		107	12		40									2		341
Vermont	'37			20	1	15		62	11		5		5	2		1	2	3				127
	'36		1	25	2	13		35	3		3			1			1				1	85
Virginia	'37	2		404	2	122		405	86		99	3	15	8			4	5	6		1	1162
	'36	1	2	527	2	107	2	321	26		86	2	5	3			1		5		1	1091
Washington	'37			336	4	121	4	337	94	1	141	10	23	9			20	28	5	2	26	1161
	'36			330	3	142	2	326	39	5	102	3	5	3			3	2	4	14	4	987
West Virginia	'37			279	11	92	5	249	60		47		22	11			10	5	13		1	805
	'36			266	14	98	4	200	27		68		4	3				1	2			687
Wyoming	'37			74	8	24		75	13		57	1	5	3			7	4	2			273
	'36			51	2	25		42	1		13						1					135
Dist.of Columbia	'37	2	2	81		44	2	87	41		29	2	1	3				1	4			299
	'36			74	2	38	4	89	10		34	2	1						3			257
Total, All States	'37	179	140	17164	849	6498	241	20839	4201	89	5820	480	1140	495	23	149	478	547	566	76	317	60291
for March	'36	88	127	19511	634	6751	205	16168	1551	119	5395	184	231	264	17	73	221	141	358	143	247	52428